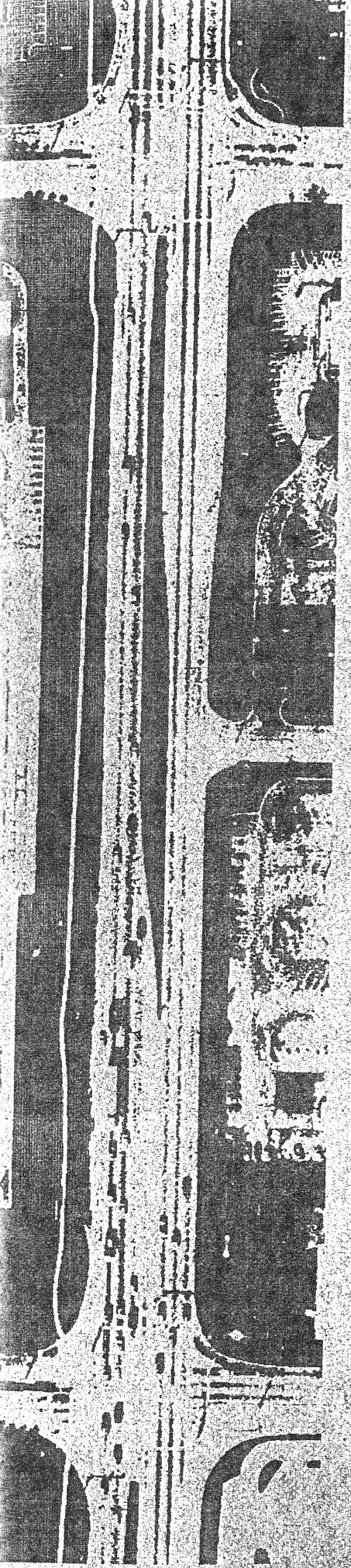

Strategic Regional Arterial

ILLINOIS ROUTE 176 / ILLINOIS ROUTE 60

US Route 12 to US Route 41

OPERATION GREENLIGHT

Illinois Department of Transportation

Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,340 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: Illinois Route 176/Illinois Route 60 which extends between Rand Road (U.S. Route 12) and U.S. Route 41 (Skokie Highway). The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to

serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL 176/IL 60 passes, can the ultimate improvement plan be realized.

This corridor would be significantly affected by the construction of FAP 342. The proposed tollway facility will relieve existing traffic demand which is concentrated at the western and eastern ends of the corridor (where it accesses Rand Road and the Tri-State Tollway respectively), and attract it towards the center of the corridor to the proposed interchange at Midlothian Road. The SRA study was developed assuming that FAP 342 would be constructed. Without the tollway, it is likely that additional improvements would be required over and above the SRA concept plan described herein to achieve comparable levels of traffic service along this corridor.

The Illinois Route 176/Illinois Route 60 SRA corridor was divided into nine segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: Illinois Route 176 - Village of Wauconda

- Widen Illinois Route 176 to provide two 11-foot travel lanes in each direction separated by an 11-foot painted median within the existing 80-foot right-of-way.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate driveways where feasible.

Segment 2: Illinois Route 176 - Village of Wauconda to Gilmer Road

- Widen Illinois Route 176 to provide two 12-foot travel lanes in each direction separated by an 12-foot painted median within the existing 80-foot right-of-way between Grand Boulevard and Ivanhoe Road.
- Widen Illinois Route 176 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median between Ivanhoe Road and Gilmer Road. Acquire 15 feet of additional right-of-way along each side of IL 176.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

Segment 3: Illinois Route 176 - Gilmer Road IL Route 60/83

- Widen Illinois Route 176 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Acquire 15 feet of additional right-of-way along each side of IL 176.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

Segment 4: Illinois Route 60/83 - IL Route 176 to Midlothian Road

- Widen Illinois Route 60/83 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide a 30-foot barrier median at Midlothian Road to accommodate dual left turn lanes.
- Acquire up to 10 feet of additional right-of-way along each side of IL 60/83.
- Provide curb & gutter with an enclosed drainage system.
- Restrict driveways and minor side streets to right-in/right-out.

Segment 5: Illinois Route 60/83 - Midlothian Road to IL Route 60/83 Split

- Widen Illinois Route 60/83 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Acquire up to 10 feet of additional right-of-way along each side of IL 60/83.
- Provide curb & gutter with an enclosed drainage system.
- Close minor side streets and consolidate local access movements at signalized collector street intersections.
- Restrict driveways to right-in/right-out.

Segment 6: Illinois Route 60 - IL Route 83 to U.S. Route 45

- Maintain existing roadway cross section.
- Maintain existing access.

Segment 7: Illinois Route 60 - U.S. Route 45 to IL Route 21

- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by a 16-foot mountable median between U.S. 45 and Butterfield Road.
- Acquire up to 10 feet of additional right-of-way on each side of the roadway between U.S. 45 and Butterfield Road.
- Provide a 30-foot barrier median at U.S. Route 45 and Butterfield Road to accommodate dual left turn lanes.
- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by an 18-foot barrier median between Butterfield Road and IL Route 21.
- Acquire 10 to 25 feet of additional right-of-way along the south side of IL Route 60 between Butterfield Road and Deerpath Drive to accommodate the proposed roadway widening.
- Provide at-grade intersection improvement at IL Route 21. Potential future interchange needed beyond 2010 (interchange required before 2010 without FAP 342 to provide comparable traffic service).
- Maintain the existing enclosed drainage system.
- Maintain existing access.

Segment 8: Illinois Route 60 - IL Route 21 to I-94

- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by an 18-foot to 30-foot barrier median.
- Acquire 20 to 30 feet of additional right-of-way along the south side of IL 60 between the Des Plaines River and St. Mary's Road to accommodate the proposed roadway widening.
- Acquire 15 to 25 feet of additional right-of-way along each side of IL 60 between St. Mary's Road and I-94 to accommodate the proposed roadway widening.
- Provide dual turning lanes at the I-94 interchange.
- Maintain the existing enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

Segment 9: Illinois Route 60 - I-94 to U.S. Route 41

- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by an 18-foot to 30-foot barrier median between I-94 and the M. St. P. & P. Railroad.
- Acquire 10 feet of additional right-of-way along each side of IL 60 between I-94 interchange and the railroad underpass to accommodate the proposed roadway widening.
- Transition to the existing 4-lane with painted median cross section at the railroad underpass.
- Maintain existing roadway cross section between the M. St. P. & P. Railroad and U.S. Route 41.
- Maintain the existing enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.